Claims

1-5 Canceled

6. (New) A method for increasing driving stability during electronically controlled braking operations in a motor vehicle having rear wheels that can be substantially rigidly coupled, the method comprising:

detecting that the vehicle is in a 'μ-split' driving situation, wherein a 'μ-split' driving situation is defined as a situation where different coefficients of friction act on different wheels causing a yaw torque that acts on the vehicle;

performing pressure modulation on at least one front wheel of the vehicle; and

performing pressure modulation on both wheels of a rear axle of the vehicle; wherein the pressure modulation performed on both rear wheels is adopted from the pressure modulation on the at least one front wheel without substantial changes.

7. (New) The method of claim 6, wherein the pressure modulation performed on both rear wheels is adapted depending on one or more specific physical properties of the vehicle brake system, wherein the one or more specific physical property includes hydraulic differences of the front-wheel brakes and rear-wheel brakes.

8. (New) The method of claim 7, wherein the adaptation of the pressure modulation performed on both rear wheels is effected by differently weighting pressure increase times and pressure reduction times on the rear axle.

9. (New) The method of claim 7, wherein in parallel to the adoption of the pressure modulation, further ABS control functions which act on the rear axle are parallel active so that pressure is reduced on both rear wheels when an unstable wheel behavior is imminent on at least one rear wheel.

10. (New) Electronic motor vehicle brake system for increasing driving stability during

electronically controlled braking operations in a motor vehicle having rear wheels that can be substantially rigidly coupled, the system comprising:

a device for detecting that the vehicle is in a 'μ-split' driving situation, wherein a 'μ-split' driving situation is defined as a situation where different coefficients of friction act on different wheels causing a yaw torque that acts on the vehicle; and

an electronic brake control unit for controlling pressure modulation on at least one front wheel of the vehicle and for controlling pressure modulation on both wheels of a rear axle of the vehicle; wherein the pressure modulation performed on both rear wheels is adopted from the pressure modulation on the at least one front wheel without substantial changes.